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and nearly every ripe fish that caught by the fishermen is stripped of its eggs by spawn takers sent out to the hatcheries. In 1913 the egg catch at the shad hatcheries on the Potomac river amounted to 29,000,000, as compared with 88,727,000 in 1912—a reduction of nearly one-half. Likewise, the government hatchery at the mouth of the Susquehanna river was able to secure only 6,000,000 eggs as compared with 10,000,000 in 1912. The 1912 season, the way, was considered a failure. The ultimate cause of this rundown in the government attributes to the excessive fishing in former years, "and the lack of even the minimum amount of protection that demanded by regard for the most elementary principles of fishery conservation. Adequate protection of fishes is compatible with great freedom of fishery and with a large increasing yield. A very slight limitation of the catch, perhaps as little as 10 per cent. in any given year, may be sufficient to perpetuate the species and result in increased production in a few years. To disregard a requirement so small and to permit the continuance of an evil so gross simply invites and encourages the destruction of a most valuable supply."

No More American Caviar.

of the present policy or lack of policy with respect to fish continues, there will be no more American caviar. There will be no more American caviar because there will be no more sturgeons in American waters. Everywhere in America under the existing conditions," said Dr. Smith, United States Commissioner of Fisheries, "the sturgeons are doomed to commercial extinction, and it requires a prophet to see that in a comparatively few years sturgeons will be as scarce as the dodo."

Here is the story—which is worth telling entire because it is only too common a story—of the extinction of the American sturgeon. It is told by Commissioner Smith:

The story of the sturgeons is one of the most distressing in the whole story of the American fisheries. These large, inoffensive fishes of our harbors, coast rivers, and interior waters were for years considered to be not only valueless but nuisances, and whenever they become entangled in the fishermen's nets they were hooked in the head or otherwise mortally wounded and thrown back into the water.

The next chapter in the story was the awakening of the fishermen to the fact, that the eggs of the sturgeons had value as food. Then followed the most reckless, senseless fishing imaginable, with the result that in a comparatively few years the best and most productive waters were depleted, and what should have been made a permanent fishery of great profit was destroyed. Even after the great value of the sturgeons began to be appreciated by everyone, no adequate steps were taken by the responsible authorities or insisted on by the fishermen, and the fish-eating public remained callous."

Mr. Smith goes on to show that in 15 years the catch of the sturgeon on the Atlantic coast fell from 7,000,000 pounds to less than 1,000,000 pounds. In the Pacific coast a catch of over 1,000,000 pounds a year declined to a few hundred thousand pounds within

a decade. On the Great Lakes in the course of 18 years the sturgeon yield declined more than 90 per cent.

The Last of the Mohicans.

It was right at this point that the law of supply and demand got in its deadly work. The scarcity of the sturgeon occurred at precisely the same time when the demand for its flesh and eggs ran the price up to an extraordinary figure, a figure which the government itself describes as "never attained by any other fish, either in America or anywhere else." What makes the situation with the sturgeon most serious is the fact that, owing to the decimation of the schools of breeding fish and to peculiarities and spawning habits, it has so far been impossible to inaugurate sturgeon culture anywhere in America. The Federal Government has spent considerable sums of money in attempts at artificial propagation, but they have all proved to be utter failures. It looks as if, conservation or no conservation, the sturgeon and product, caviar, were no longer to be general.

Fish-Fertilizers Interfere.

The single big influence, other than ignorance and custom, which seems to be militating against the legislation which Mr. Linthicum has introduced for the conservation of fish is the fish-fertilizing interests. Mr. Linthicum's first bill seeks to discourage the deliberate use of food fish for fertilizer by prohibition of the shipping of such fertilizer in interstate commerce. "It is strange," said Mr. Linthicum, developing this point, "that although the fish-fertilizer factories assert that they do not use food fish to any great extent in the manufacture of fertilizer, and would consider it wrong to do so; and that none of their vessels are allowed to deliberately catch food fish for fertilizing purposes, they nevertheless appear to be vigorously opposed to this law."

Without going into the details of the controversy it seems to be a fact that the manufacturers of fish-fertilizer in the waters off the shores of many states at least, do use food fish for fertilizer. The president of the Maryland State Game and Fish Protective Association, speaking of the regular visits of the boats belonging to the fertilizer interests to the head of Chesapeake Bay, where they buy scow loads of fish from the fishermen, says: "These scow loads of fish are for the most part herrings, but anyone who has seen them and examined their contents will tell you that there are quantities of small white and yellow perch and other food fish mixed in with them. This cannot be controverted. Contracts are made for these fish by those in charge of the fertilizer factory boats with the Maryland fishermen in advance of the season; everybody in Havre de Grace sees these boats arrive every two weeks or so, load the decayed fish on their boats and then sail south with them. Fishermen who have sold these fish for fertilizers have come to me and told me they believed it wrong and wished it could be stopped by the law in this state, knowing that they were injuring themselves by thinking only of the present, with no thought

of the future but while it was lawful and others did it they would continue to do it also."

Protection That Protects.

But the proposed legislation for the conservation of fish does not stop

with excluding food fish from the machines of the fish-fertilizing factories. Representative Linthicum's other bill aims to give the protection of the Federal Government to fish not remaining the entire year within the waters of any state or territory and authorizes the Department of Commerce to define the seas and regulate the manner under which fish may be taken. This bill, like the other bill has the entire approval of the Bureau of Fisheries.

Fish as a staple article of diet is being more and more used. Although the census statistics show that the supply of beef in the United States has almost exactly kept pace with the growth of the population, nevertheless the increasing difficulties of securing beef at reasonable prices has resulted in a shifting to fish. There are those who believe that the spread of the Catholic faith has done much to put fish upon the national bill of fare. Whatever the reasons may be, the fact nevertheless remains that fish is today an essential item on the American bill of fare. Fish conservation, therefore, is a national policy of the utmost importance.—Boston Transcript.

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WOULD SHIP FISH FASTER

Says an Ottawa despatch of February 3:—Nova Scotia liberals yesterday spoke boldly for their province. Dr. Chisholm of Inverness, with W. F. Carroll of South Cape Breton, J. H. Sinclair of Guysboro, B. B. Law of Yarmouth, and Geo. W. Kyte of Richmond, strongly urged upon the government the necessity of improving the facilities for the transportation of fish from Nova Scotia to Boston and New England markets and suggested the establishment of a three trips a week line to Boston. In the course of their speeches they took occasion to severely criticise the government for its apparently studied neglect of the needs and requirements of the fishermen of the province and urged that a more sympathetic policy towards them be pursued in the future.

CUT BUOYS OF GILL NETTERS

On two recent occasions, steamer Nomad has found her net buoys cut, which is believed to be the work of shore fishermen who are antagonistic to the gill net steamers.

Shy on Vessels.

Barring the section of the coast from Burin to Harbor Breton, we have no schooners to undertake the export business to the United States, says the St. John's, N. F., Trade Review. The men of Notre Dame have a few vessels that might be used for the purpose, but their owners are wedded to the Labrador fishery, and very few of them have sufficient knowledge to undertake trading to the shores of New England. Our foreign going vessels, and the number is dwindling every year, are not well-suited for carrying green fish to the United States. They are large and strong enough, but they are too lumbering and slow to fill the bill. They were built for a different trade entirely, and as steam is supplanting them in trans-Atlantic and South American trade, they will be replaced by something different when they disappear.

Salt Fish.

A very fair demand is reported for dried salt fish. While the catch of cod was much below normal it is said that so far none of the larger handlers has had difficulty in getting enough prices for it. The prices paid fishermen have been high, and holders will have to maintain quotations in order to make a reasonable profit. It is not believed that much fish was bought for speculation purposes. Prices here are firm.

News from St. John's, N. F., states that the amount of dry codfish held in stock there is the smallest for many years at this season. The entire stock held is estimated at 200,000 qtls., while the stock usually held at this time of the year usually varies from 300,000 to 400,000 qtls. Five months must elapse before any new fish will be available.—Fishing Gazette.

Salt Mackerel.

Norway mackerel is selling more freely in a small way, and the market is firm as a whole, though we understood that offers have been made from one source at considerably less than quotations. While we have been unable to learn the exact amount offered, it probably was not large. The visible supply of Norways at this time is said to be 25,000 barrels short of last year, and with no new fish coming in for some months it would hardly be necessary to make concessions. Fresh mackerel is neglected and the market is rather easy, as supplies are more than equal to the present demand.

Domestic caught mackerel is about cleaned out of first hands. While the catch was below normal, lack of interest on the part of buyers has kept prices from going any higher.—Fishing Gazette.

Portland Fishing News.

Fish receipts continue very light and dealers are finding it rather difficult to procure supplies for their customers. For three or four days in succession the vessels of the local fleet that ventured out have nearly all been obliged to return empty, it blowing so hard that they did not attempt making a "set". To the westward, however, things have been different, a large amount of fish having been landed at Boston on Monday with a consequent drop in prices.

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A TURTLE RACE.



The turtle offers a much more convenient means of locomotion than one would imagine. The large variety, which is converted into soup, are surprisingly strong and will readily bear the weight of an ordinary man. Thousands of these turtles are collected every year in the West Indies and brought to American ports. They are kept alive throughout the voyage in large tanks of water. During one of the West Indian cruises of the Victoria Luise of the Hamburg-American Line a number of these turtles were taken on board and in the interval before being converted into soup provided great amusement for the passengers. It was found that they would crawl about the deck carrying a full grown passenger on their backs and even obey the reins after a fashion. An important byproduct of the turtle are the large shells, often three feet or more in length, which are cut up for combs and other useful articles.

Porto Rico Fish Market.

Codfish—Our local market has been only fairly active and prices have remained practically unchanged. The outports appear to have been able to secure supplies from Ponce ex. "Lloyd George."

We maintain our last quotations of about: \$32 to \$32.50, medium codfish; \$33 to \$33.50, large codfish.

Pollock and Haddock—Enquiry is as yet very limited and not above \$21.50 to \$22 at the outside.—Reported by S. Ramirez & Co.

Cape Breton Fishing at Standstill.

Except at Canso and the Isle Madame district, where a greatly increased haddock catch was landed, and at Ingonish, Victoria county, and the Port Hood district in Inverness county, very little fishing was carried on during December to the eastward of Halifax, according to the latest bulletin of the marine and fisheries department.

Wreck of Sch. Selma Sold.

The Halifax Herald of Monday says: Duggan & Sons yesterday sold the fishing schooner Selma, with gear, rigging, anchors and chain as she lies on Meaghers Beach, at auction to Wm. McPartridge for \$260.

Nearly Lost Her Rudder.

Sch. Georgia, Capt. John G. Stream is at Halifax having put in there to repair her rudder which was nearly lost by the unshipping of the rudder irons.

Harbor Notes.

British sch. B. A. Hardwick is in port from Plympton, N. S., with a cargo of 175,000 feet of lumber for L. B. Nauss & Sons.

Sch. Morton is down from Boston to go on the ways for repairs.

Fishing Fleet Movements.

Sch. Flirt, from Gloucester for Fortune Bay, N. F., arrived at Shelburne Tuesday last.

SHORE BOATS
SUPPLY DEMAND

Prices Lower But Still Good

—One Off-Shore at
T Wharf.

A fleet of 16 crafts supplied T wharf's demands this morning, mostly from the shore with good sized fares of haddock and cod.

From off shore, sch. Mary brought a 60,000 pound fare, besides 2500 pounds of fresh halibut, the largest trip of the morning.

The market was fairly well supplied for the day's trade, consequently prices ruled low. Opening quotations by the wholesalers were \$3.50 to \$4 a hundred for haddock, \$3.80 to \$4 for large and \$2.25 for market cod, \$4 for pollock and \$2 for cusk.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Louisa R. Sylva, 13,000 haddock, 2300 cod.

Sch. Pontiac, 26,000 haddock, 8500 cod.

Sch. Jessie Costa, 12,000 haddock, 6800 cod, 1000 hake.

Sch. Emily Sears, 8000 cod, 1400 pollock.

Sch. Progress, 21000 haddock, 800 cod, 2000 hake.

Sch. Eva and Mildred, 2500 haddock, 1000 cod.

Sch. Valerie, 17,000 haddock, 500 cod, 4000 hake.

Sch. Evelyn M. Thompson, 4500 haddock, 1700 cod, 2000 hake, 1000 pollock.

Sch. Sadie M. Nunan, 9000 haddock, 1000 cod, 5000 hake.

Sch. Jorgina, 8000 haddock, 1000 cod.

Sch. Rose Standish, 7000 haddock, 1500 cod, 2000 hake.

Sch. Mary F. Sears, 5000 haddock, 700 cod.

Sch. James and Esther, 5000 haddock, 2200 cod, 3000 hake, 1500 pollock.

Sch. Jeanette, 7500 haddock, 300 cod, 2500 hake.

Sch. Priscilla Smith, 4500 haddock, 1300 cod, 3000 hake.

Sch. Mary, 43,000 haddock, 11,000 cod, 5000 cusk, 2500 halibut.

Haddock, \$2.50 to \$4 per cwt.; large cod, \$3.80 to \$4; market cod, \$2.25; hake, \$4 to \$6; pollock, \$4; cusk, \$2.

AN OPPORTUNITY
OPEN TO THEM

Says the Bay of Islands, N. F., Western Star:

The following interesting table of exports of codfish to the United States the past four years was tabled in the Assembly Thursday afternoon by the Finance Minister, Hon. M. P. Cashin:

Export of Dry Codfish to the United States for Following Fiscal Years.

1909-10—Qtls 8,865, value \$16,234;
1910-11—qtls. 16,234, value \$34,425;
1911-12—qtls. 34,425, value \$29,315;
1912-13—qtls. 29,315, value \$12,234.

Export of Dry Codfish to the United States for Following Calendar Years:

1910—Qtls. 14,879, value \$21,944;
1911—qtls. 21,944, value \$35,256;
1912—qtls. 35,256, value \$18,108;
1913—qtls. 18,108, value \$12,234.

Export of Pickled Codfish to the United States for Following Fiscal Years:

1909-10—Qtls 3,278, value \$69,841;
1910-11—qtls 30,325, value \$51,788;
1911-12—qtls. 98,805, value \$104,198;
1912-13—qtls. 49,556, value \$367,835.

Export of Pickled Codfish to the United States for Following Calendar Years:

1910—Qtls. 443, value \$1,210;
1911—qtls. 69,841, value \$214,308;
1912—qtls. 51,788, value \$164,888;
1913—qtls. 104,198, value \$367,835.

The above figures afford the most convincing testimony in relation to our attitude that the fishermen of the West Coast should bestir themselves and take advantage of the magnificent opportunity of this ever increasing market for cod. But three years ago the export of codfish from this country was but 8,865 quintals valued at \$16,234. Last year it was 104,198 quintals valued at \$367,835, and this can be multiplied many times because of the vastness of the market, the richness of the country and the millions require food of the kind.

The United States is the largest market for the fish products of the West Coast. The agencies of steamship and rail bring it within 60 hours of our coast, it is no longer a question if we catch fish, can we sell it. The fact is, no matter how energetically we may be in the work, no matter how much quantity we may catch the market is at our doors.

Young men very often leave the Sydney and other places to do hard work in the mines, inhaling the noxious atmosphere of underground workings, hourly in danger of losing their lives, to earn a living. This is now no longer necessary because their own homes they can ply a healthy and remunerative work of cod-fishing and are their own masters and the country in consequence is becoming more prosperous each day.

The waters of the West Coast are teeming with cod. We have seen them in schools of countless thousands in five and six fathoms of water all along a line, a net, or cod-trap there to catch them. We know of men the past season at the very doors of their homes who have netted two, three and four thousand dollars catching cod. This money was earned in a few months. What has been accomplished by fishermen in other sections of Newfoundland can be done by fishermen of the West Coast. Some may say that it cannot be accomplished because of the lack of harbors, but the fishermen in other sections secure the fish by voyage do so along a coast line which is just as devoid of harbors. There is more than the West Coast. They set their cod-traps in places where for days they are unable to get them because of sea and storm. They nevertheless take the risk and are rewarded by a golden harvest. Shall we lie supinely on our backs and permit others to take advantage of an opportunity which is staring us in the face?

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ALL NETTERS DOING BETTER

Some Struck Fish Off-Shore —Hauled Up Crafts Are Going Again.

The first arrival from off shore to be in an appearance since Saturday is sch. Ingomar, Capt. Horace Hyde who is here today from the Cape Shore with a 40,000 pound fare mixed fish.

The situation for the gill net fisherman has been looking a little brighter the past few days and the fishermen are now looking for the haddock to strike in. Several of the larger craft have been extending their operations farther off shore and some larger catches have resulted.

Steamers Nomad, R. J. Killick, Enterprise, Quoddy and Carrie and Mildred were the high liners yesterday landing from 3000 to 4000 pounds each. Steamers Water Witch, Dolphin and Medomak which have been hauled up temporarily have got back into the line again, while others will follow. Steamer Orion of the Dahlmar fleet of boats is also getting ready to resume operations.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Ingomar, Cape Shore, 40,000 lbs. fresh fish.

Sch. Dolphin, gill netting, 800 lbs. fresh fish.

Sch. Medomak, gill netting, 1000 lbs. fresh fish.

Sch. Nomad, gill netting, 3500 lbs. fresh fish.

Sch. Prince Olaf, gill netting, 300 lbs. fresh fish.

Sch. Gertrude T., gill netting, 1100 lbs. fresh fish.

Sch. Sunflower, gill netting, 1500 lbs. fresh fish.

Sch. Enterprise, gill netting, 5000 lbs. fresh fish.

Sch. R. J. Killick, gill netting, 4000 lbs. fresh fish.

Sch. Bryda F., gill netting, 700 lbs. fresh fish.

Sch. Carrie and Mildred, gill netting, 4000 lbs. fresh fish.

Sch. Quoddy, gill netting, 3000 lbs. fresh fish.

Sch. Rough Rider, gill netting, 775 lbs. fresh fish.

Sch. Mary L., gill netting, 800 lbs. fresh fish.

Sch. Quartette, gill netting, 875 lbs. fresh fish.

Sch. Hugo, gill netting, 450 lbs. fresh fish.

Sch. Lorena, gill netting, 675 lbs. fresh fish.

Vessels Sailed.
No sailing today.

TODAY'S FISH MARKET.

Salt Fish

Handline Georges codfish, large, \$3.50 per cwt.; medium, \$4.75; snappers, \$2.50.

Eastern halibut codfish, large, \$5.00; medium, \$4.50.

Georges halibut codfish, large, \$5.00; medium, \$4.50.

Cusk, large, \$2.50; mediums \$2.00; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$2.00.

Fresh Fish.

Splitting prices:
Haddock, \$1.15 per cwt.
Eastern cod, large, \$2.25; medium, \$2.00; snappers, 75c.
Western cod, large, \$2.50; medium, \$2.15; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$2.00; medium, \$1.50; snappers, 50c.
Dressed pollock, 90c; round, 80c.

Newfoundland bulk salt herring, \$3.50 per bbl.
Newfoundland pickled herring, \$4.50 per bbl.
Newfoundland frozen herring, 3 1-2c per lb.
Fresh halibut, 18c per lb for white and 14c for gray.

PORT OF GLOUCESTER.

Arrivals.

British sch. B. A. Hardwick, Plympton, N. S., lumber for L. B. Nauss & Sons.
Sch. Morton, Boston.
Sch. Gracie J., Rockland, Maine, cured fish.
Sch. Mary P. Goulart, shore.
Sch. Russell, shore.
Sch. Actor, shore.

Caught Big Lobster.

A big lobster which tipped the scales at exactly seven and one-half pounds was brought to T wharf, Boston yesterday by the Provincetown schooner Annie Perry. The lobster was caught off Chatham and sold for \$1.50 uncooked.

The Fisherman's Bounty Act. Its Origin and How it Worked.

In 1792 a grateful nation, to reward her fishermen for valiant services rendered in the navy, as well as in privately armed vessels, during the war of Independence, passed what was known as "The Bounty Act," having also in view to encourage the fisheries as a nursery for seamen as well as to provide a draw back on salt, on which there was a heavy duty and of which the fishermen were large users.

It is well to bear in mind that the original framers of the "Act" intended the Bounty to provide "a nursery for seamen and a drawback on salt."

In the war of the Rebellion, the services of the New England fishermen were of noteworthy order, and in the increase of our merchantmarine after the war, they played no small part, many of the young men going from the fisheries into the foreign trade, until American merchants were sending our products all over the world. Fish furnished a desirable merchandise to pay for our imports and our clipper ships were the envy, as well as wonder, of the world.

The Act provided for bounty, to crafts engaged in the "Bank and other cod fishery," with certain restrictions; namely—that vessels to be eligible to bounty must spend four months at sea, exclusively in the cod fishery; That no craft of less than five (five)

tons should receive bounty, nor could a vessel draw bounty for more than 95 tons (vessel tonnage). The act provided \$4.00 per ton as bounty; thus a craft of five tons would receive \$20 if she were eligible to bounty, one half going to the vessel, the remainder to the crew. A craft of five tons, usually carrying two men, the men of the crews would receive \$5 each as bounty (not a very large sum). A craft of 95 or more tons would receive \$380, the crew each sharing some \$10 or \$12 when the vessel's share was deducted.

The average amount received by the fishermen was probably about \$8 or \$10 those in the larger vessels receiving more, while those in the smaller craft received less.

When the Bounty Act was passed our vessels did not pursue the mackerel fisheries but by 1830 this branch had become quite an addition to our fishery.

At this time there began a considerable opposition in Congress to paying bounties to the New England fishermen and Thomas H. Benton, senator from Missouri, was a strong advocate for the repeal of the act and during his 30 years in the Senate he continued to work for its repeal.

Did Not Apply to Mackerel Fleet.

It was decided that the crafts engaged in the mackerel fishery were not entitled to bounty money, inasmuch as the act provided "for Bank and other cod fisheries" and no doubt their decision was literally correct, tho' there is also no doubt but vessels engaged in any fishery, using salt and making seamen, were within the meaning of the original framers of the measure. The act was to encourage the fisheries and to provide a nursery for seamen and a drawback on salt, but the wording was such that this could be easily construed to apply only to vessels engaged in the cod fishing four months at sea and the new industry, the mackerel fishermen, were not eligible for bounty.

This new branch of the fisheries which had sprung up after the framing of the Bounty bill certainly furnished a nursery for seamen, within the meaning of the measure, for almost every craft engaged in "mackereling" carried several boys, many of whom later on, as young men, drifted into our merchant service and vessels engaged in this fishery used a large amount of salt—but the wording of the act defeated them from obtaining bounty money.

Many of our vessels engaged in the cod fishery early in the year, and during the summer months fitted for mackereling.

As the antagonism against the bill assumed larger proportions in Congress the government became more strict in its regulations and the revenue cutters were instructed to search vessels engaged in the mackerel fishery; several of our craft were searched and seized at Newport, R. I., but these were bonded by the owners.

In the trial that followed, Charles Levi Woodbury, defending the vessel owners, contended—that the vessels were well within their rights, even when fishing for mackerel under cod fishing license and were exempt from seizure unless they applied for bounty money, illegally—and this contention was allowed.

This had the effect to cause the Treasury Department to make new rulings and decisions, until it became difficult to obtain bounty money. A de-

cision "that any vessel catching any other fish than cod, except for food for its crew, could not count time spent on that voyage as a part of the four months necessary to be spent at sea, engaged in the cod fisheries," made it practically impossible for any of our craft to collect bounty, legally.

Those vessels engaged in the Bank fisheries, often brought home "fitches" and halibut fins and often some haddock, hake, or cusk would be mixed in with the codfish.

Those craft engaged in the Georges fishery, at certain seasons, brought in fresh halibut and various other fish, and while pursuing the cod fishery, using large quantities of salt, and being a nursery for seamen, within the meaning of the Bounty Act, legally they could not collect bounty money. The wording of the "act" "Bank and other cod fisheries," literally construed by the opposition, defeated the intent of the original framers of the measure, tho' it did not prevent many "down east" and other vessels, "Bounty catchers" as they were called, obtaining bounty.

Some Collected Bounty Illegally.

Many of these craft came within the "act" as construed while a large number did not, but continued, as many of the vessels did, to collect the bounty, illegally. In many of the harbors and coves "down east" craft which had long ago outlived their usefulness for deep sea fishing, were to be seen lying at anchor, but still collecting bounty money.

During the early years the act no doubt served a good purpose and had the effect to build up the business and to encourage the building of larger vessels to pursue the bank fisheries.

In these later years the bounty act had really become a nuisance inasmuch as under the "rulings" of the treasury dept., "if under a cod fishing license, a vessel could not pursue another branch of the fishery and apply for bounty without liability to seizure," then there was difficulty in obtaining the bounty, many forms, etc., and in 1867 the Gloucester fishing firms, through their representative asked that the measure be repealed. In some places where the men were hired, the bounty money was quite an item, but in this section the "half lay" was in vogue, and the bounty divided equally among the men.

It is now 47 years since the Bounty Act was repealed: Some of the old fishermen may remember how, about the first of January they would go down to the store of the owners to collect their share of the bounty money (if he had not sold it out). It might be as high as \$10, according to the size of the craft and the number of crew. When the Bounty Draft came it was a busy scene at the Custom house, for men gathered from all over the district to get their part. I can remember as a small boy, going to the "Harbor" as Gloucester was called, with my father, when he went to collect his bounty money. This was paid in new specie, copper cents as bright as gold and in ten cent pieces, fresh from the mint. Those were red letter days for us boys who had a chance of getting a little (very little) change.

SYLVANUS SMITH.

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